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WITH APPENDIX.

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## Shipping.

FOR MANILA.  
The Spanish brig  
"CONSTITUCION."  
will be despatched as above on  
Saturday, the 20th instant.  
For Freight or Passage, apply to  
W. H. & Co.  
Hongkong, February 10, 1869. fe20

FOR MANILA.  
The 4 Spanish brig  
"VILLA DE RIVADAVIA,"  
Castillo, Master, will have  
quick despatch as above.  
For Freight or Passage, apply to  
REMEDIOS & Co.  
Hongkong, February 8, 1869. fe21

FOR SAN FRANCISCO.  
The Amer. Ship  
"SHIRLEY,"  
Captain Ferguson, will have  
quick despatch for the above  
Port.  
For Freight, apply to  
RUSSELL & Co.  
Hongkong, January 29, 1869. fe22

FOR FREIGHT OR CHARTER.  
The British barque  
"NEPTUNE,"  
R. I. Buskett, Master, of 287  
tons Register, carrying capacity  
6,500 piculs.  
For further Particulars, apply to  
ROB. S. WALKER & Co.  
Hongkong, February 10, 1869. fe23

## Notices to Consignees.

FRENCH BARQUE "MASSALIOTE"  
FROM SINGAPORE.  
ONSIGNEES of Cargo by the above  
named Vessel are requested to send  
their Bills of Lading to the Undersigned for  
consignature, and to take immediate  
delivery of their Goods.

FREDERIC DEGENAER,  
3, d'Agulier Street.  
Hongkong, February 12, 1869. fe19

P. M. S. Co. Steamer "GREAT  
PUBLICO" FROM SAN FRANCISCO.  
ONSIGNEES of Cargo by the above  
named Vessel are requested to send in  
their Bills of Lading to the Undersigned for  
consignature, and to take immediate  
delivery of their Goods.

Cargo impeding the discharge of the  
vessel will be landed and stored at Consignee's  
risk and expense.

GEO. F. BOWMAN,  
Agent.  
Hongkong, February 12, 1869. fe19

"HEATED WILL" FROM LONDON.  
ONSIGNEES of Cargo by the above  
named vessel are requested to send in  
their Bill of Lading to the Undersigned for  
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delivery of their Goods.

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DOUGLAS LAPRAIK & Co.  
Hongkong, February 12, 1869. fe19

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HONGKONG, February 12, 1869. fe19

## Notices of Firms.

NOTICE.  
HAVE this day established myself as a  
PUBLIC ACCOUNTANT, AVERAGE AD-  
JUSTER and GENERAL COMMISSION AGENT.  
O. LANGDON DAVIES.  
Hongkong, July 1, 1868.

NOTICE.  
THE Interest and Responsibility of Mr  
FREDERICK PEDDEE in our Firm  
ceases from this date.  
H. D. BROWN & Co.  
Amoy, December 31, 1868. apn2

M. R. FRANCIS CHOMLEY is a Partner in  
our Firm, which from this date will  
be conducted under the Name of BROWN  
& CO.  
H. D. BROWN & Co.  
Amoy, January 1, 1869. apn2

NOTICE.  
HAVE established myself at this port as  
General Commission Merchant, under  
the Style and Firm of GIFFORD F. PARKER  
& Co.  
GIFFORD FORBES PARKER.  
Saigon, December 20, 1867.

NOTICE.  
WE have authorized Mr. CLAES BUDE  
to sign our Firm from this date.  
DREYER & Co.  
Hongkong, January 1, 1868.

NOTICE.  
MR. D. O. CHARL retires from our Firm  
and Mr. J. MURRAY FORBES and  
Mr. E. D. BAUBOUR are admitted Partners  
from this date.  
RUSSELL & Co.  
China, January 1, 1869. july2

## for Sale.

JUST ARRIVED EX OVERLAND WAVE,  
FROM LONDON.

NYE & BURBIDGE'S PALE SHERRIES  
in Bottles, 1 dozen each Case.

No. 1. 8. 10. 12. 14. 16.  
" 2. 4. 6. 8. 10. 12.  
" 3. 5. 7. 9. 11. 13.  
" 4. 6. 8. 10. 12. 14.  
also.

PORt in Bottle (old, light and silky).  
1847, \$12 per dozen.

G. DUBOST & Co.  
Hongkong, January 21, 1869. 21fe

## FOR SALE.

Just arrived, ex Overland Mail  
Steamer "CHINA."

PRIME OVERLAND HAM.

Do. Dutch HERRINGS in Kit  
of 1 doz.

100 cases Edam CHEESE, each 1 doz.

L. FRICKEL & Co.  
Hongkong, February 2, 1869. fe18

FOR SALE.

Ex Large Arrivals.

BEST Boiled Kope, from 2 in. to 10 in.  
do. do. Soltropy, 18. 51  
do. do. Lanyard, 22. 32  
do. do. Seizing-stuff and Ratline,  
6 third to 24 third.  
do. do. Signal Halliards.  
do. do. Loglines.

Wire Rope, from 1 in. to 4 in.

Five tons of Hubbard's White Zinc Paint.

Best J. H. Gin, in white square  
bottles, 1 doz. cases.

Holland Gin in small and large bottles.

Munt's yellow Metal, from 18 oz. to 26  
oz.

French Salad Oil.

L. FRICKEL & Co.  
Hongkong, January 28, 1869.

## NOTICE.

THE Interest and Responsibility of Mr  
WILLIAM NEILSON in our Firm ceased  
on the 30th June last.

MR. TOBIAS PIM, MR. WILLIAM NIBET  
OMSTERED, and MR. H. SEYMOUR GEARY are  
authorized to sign our Firm in Hongkong  
and China from this date.

OLYPHANT & Co.

Hongkong, October 6, 1868.

NOTICE.

MR. WILLIAM JUDSON BLYDENBURGH,  
and Mr. GEORGE HUELBURGH are admitt-

ed partners in our Firm.

MR. HENRY CUTLER LOW will sign our  
Firm pro hac vice.

SIMITH ARCHER & Co.

Hongkong, January 1, 1869. mab

THE Interest and responsibility of Mr  
GEORG WILHELM SCHWEHMANN and of  
Mr. RUDOLPH HEINSEN in our firm, ceased  
on the 31st October, 1867, and 31st Decem-  
ber, 1868 respectively.

MR. FREDERICK NISSEN and Mr. HEIN-  
RIKHOPF have this day been admitted  
partners in our firm at Hongkong and in  
China, which now consists of Mr. GEORG  
THEODOR SIMMSEN, MR. WOLDEMAB NISSEN,  
MR. ADOLPH JUER, MR. FREDERICK  
AND MR. HEINRIKHOPF.

SIEMMSEN & Co.

Hongkong, January 1, 1869. 21ap

JOHN CARNEGIE, M.D., C.M., M.A.,  
ceased to be a partner in the firm of  
Johns, Carnegie & Scott at Amoy and  
Swatow on the 31st December 1868.

In reference to the above the undersigned  
hereby intitute that they will continue  
to carry on the above Medical Co-partner-  
ship under the name of JONES, SCOTT &  
MILLER.

C. M. JONES, F.R.C.S., L.R.C.P.  
C. M. SCOTT, L.R.C.P.

AUG. MÜLLER, M.B., M.R.C.S., L.R.C.P.

January 25, 1869. fe26

I HAVE this day authorized Mr. C.  
LANGDON DAVIES to sign my name per  
procuration to all orders for goods supplied  
to the Hongkong Hotel, and I alone am  
liable to pay for goods supplied upon such  
orders.

I have further authorized Mr. Davies to  
collect all debts due to me on Hotel ac-  
count, for which his receipt will be a suffi-  
cient discharge.

LEE AFOONG.

Hongkong, December 1, 1868.

NOTICE.

FROM and after this date Mr. GEORGE F.

BOWMAN will act as AGENT of the  
Pacific Mail Steamship Company at this  
Port.

S. L. PHELPS,  
Agent.

Hongkong, August 15, 1867.

NOTICE.

FROM and after this date Mr. GEORGE F.

BOWMAN will act as AGENT of the  
Pacific Mail Steamship Company at this  
Port.

S. L. PHELPS,  
Agent.

Hongkong, August 15, 1867.

## New Advertisements.

THE Undersigned has been directed to whose jurisdiction he is amenable.

GENERAL REGULATION VIII.

Pilot Boats; Regulations to be observed.

1.—Pilot Boats shall be registered with

their crews at the Harbour Master's Office,

where each Boat will be given a certificate

and number. The word "Licensed Pilot

Boat" shall with the number be legibly

painted at the stern, and on the head of the

mainmast, and a flag, of which upper hori-

zontal half shall be yellow and the lower

green, shall be flown. Such registered

Pilot Boats shall deposit their national

paper with their Consul or the Customs

Master, they shall be at liberty to move freely

within the limits of the Port and Pilotage

ground, and shall be exempt from Tonnage

Dues. On the requisition of the Harbour

Master or his deputies, it will be obligatory

for registered Pilot Boats to convey from

place to place within the limits employed

belonging to either Customs or Harbour

Master's Department, with such stores as

may be wanted for either Light House or

MORRIS'S DIRECTORY  
for  
CHINA, JAPAN  
and  
THE PHILIPPINES, &c.,  
1869.

THE above Work is now PUBLISHED and READY FOR CIRCULATION. Apply to JOHN B. MORRIS, Messrs Bowra & Co., Queen's Road. Hongkong, January 13, 1869.

NOTICE.—  
BOUND COPIES of Vol. 2 of "NOTES  
D. AND QUERIES ON CHINA AND JAPAN,"  
are now on Sale at the China Mail Office.  
Price \$6.75 per Volume.

Bound Copies of the First Vol. (reprint)  
will shortly be ready.

THE CHINA MAIL.  
HONGKONG, THURSDAY, FEB. 18, 1869.

LOCAL.

A CORRESPONDENT writes to the Melbourne Argus to say that the arrival of the ship Queen of the Seas makes him anxious about a ship called the Spirit of the Seas, these ships having sailed from Melbourne on their voyage to Hongkong about the same time. On board of the latter was Mr Davis who had been for some time a Chinese missionary in Victoria. Perhaps some of our seafaring or mercantile readers may be able to relieve the fears of the correspondent as to the ship in which he is interested.

MR. BURLINGAME AND HIS PROGRESSIVE CHINESE FRIENDS.

The following memorandum of a conversation between Mr. Burlingame and the members of the Taung-Li Yamen (in Oct. 1867) will says the N. C. Herald be read with interest:

The occasion was the presentation, by order of the Department of State, of a portrait of Washington to Sen-ki-yu, a member of the council, in recognition of an eloquent tribute which he has paid, in a published work, to the character of Washington and the institutions of America. On account of the liberal sentiments expressed in that work he was dismissed from office in the former reign, and retiring from the high post of provincial governor, spent nearly eighteen years in comparative obscurity. Recalled to the public service and made a member of the council for foreign affairs, he has lately received the additional honor of being appointed to the presidency of a new college which has been established by imperial order for the express object of cultivating the languages and sciences of the west—a sufficient proof that the liberal views of which he has been such a distinguished advocate are regarded with favor by the more enlightened policy of the present administration.

The presentation of the portrait was accompanied by a complimentary address from Mr. Burlingame, a written translation of which was placed in the hands of the old minister. After the reading of the address a conversation took place, an outline of which is here furnished from memory.

Mr. Burlingame. The presentation of this picture indicated a commerce of thought. We have borrowed many useful ideas from you. Some of our arts were originally derived from China, and, perhaps, we have some things to offer in exchange, industrial arts, physical sciences, and religious truth.

Weng-siang. Our maxims is, in everything, to inquire for the best method and to adopt it for our own, no matter where it may originate.

Mr. Burlingame. The institutions of our country present many points of resemblance to your own; e.g., the elective principle which prevails with us is quite analogous to your practice of admitting all honest citizens to the privilege of a fair competition for the honors and emoluments of office.

Weng-siang. With you that excellent system descends from Washington, who refused to transmit to his successors a legacy of hereditary power, but preferred to leave it in the hands of the people.

Mr. Burlingame. Like your ancient sovereigns, Washington honored agriculture by himself holding the plough, and, like them, he inculcated the doctrine that rulers should employ moral influence in preference to physical force.

Tan. Nothing is more desirable than that nations should conform, in their practices, to a principle which is at once so just and so humane.

Tang. That is the surest way to conciliate the love and respect of other nations, for our sacred book lay down the principle that "those who respect others will be respected, and those who love others will be loved."

Mr. Burlingame. Washington cautioned his countrymen against unjust encroachments on other nations, or violent interferences with their policy. In conformity with his teachings we systematically abstain from foreign wars.

Weng-siang. Is all interference so far out of the question that you cannot even lend a helping hand to your friends when they are in need?

Mr. Burlingame. We can and do afford them our moral support, as we have recently done in the case of Mexico, relieving the people of that country from the yoke of a foreign oppressor and leaving them free to choose their own rulers.

To this the Chinese minister all replied by expressing their gratification at the manner in which we had enforced a policy of non-intervention, and Tung went on to remain Mr. Burlingame that America has formally accepted the position of a mediator in the difficulties of China.

Mr. Burlingame. Not only shall we ever be ready to give you our countenance and support in cases where you suffer wrong, but other great powers will do so likewise if you frankly lay your grievances before their representatives, and through them before the eyes of the world. Instances are not wanting to show how promptly you may obtain redress by this method (alluding to the recall of a Chargé d'affaires by France, last year, who had insulted and bullied the Chinese government in the matter of Korea.) Our government, instead of adopting a violent course in connection with that unhappy affair, has such confidence in the justice and good will of China, that I am instructed to say that we shall solicit your

good offices in re-establishing friendly relations with the Chinese.

This was received with evident satisfaction—but elicited no remark from the cautious mandarins; and Mr. Burlingame proceeded to inform them that our Senate has also instructed him to exert all his influence for the suppression of the traffic in opium.

Tung. The Spanish minister, on the contrary, is urging us to alter our existing regulations, and remove all restrictions which lie in the way of that traffic.

Mr. Burlingame. Against Mr. De Ma I have nothing to say; but the whole coolie system is vicious. The most objectionable point, and that which allies it most closely with the slave-trade, is being the fact that men make a contract in one country, by which their bodies are placed at the disposal of persons in another country, where no protection can be extended by the authorities of their native land.

Tung. When the Spanish minister objected to the term five years as too short, and wished to stipulate for an extension of the time, we replied that we could listen to no proposals of that subject; that it rests wholly with ourselves to regulate the emigration of our own people, and that he should consider whether, if we wished to hire Spanish subjects for laborers, Spain would feel pleased to have her own emigration laws set aside and new ones dictated by us.

Mr. Burlingame. The best substitute for such a traffic is the encouragement of free emigration, such as that which is flowing towards the shores of America. The Chinese who go there are at liberty to reside permanently, and enjoy the rights of citizenship. But, in fact, most of them return to their fatherland, not a few laden with the gold of California. Every steamer of the new line carries out several hundred, and brings back nearly as many.

Tung. spoke of it as an interesting fact that the new work places America on the east, and they all express interest in learning that the Pacific line is already a commercial success.

Mr. Burlingame. The success of that line, by throwing commerce into a new channel, promises to remedy another evil.

At present you take opium in payment for your tea and silk, but the species comes in from California, the amount of the drug imported from abroad will be reduced.

Tan. Anything would be desirable that might check the trade in opium.

A remark in reference to the new college here led Mr. Burlingame to speak of Mr. Hart, Inspector General of maritime customs, who has taken a leading part in its organization. He warned the mandarins not to allow their confidence in Mr. Hart to be shaken by the misrepresentations of interested parties.

Weng-siang. Such parties are actuated by malice and envy; the rats are of course not over-friendly to the cat; but we are not inclined to listen to the rats.

Mr. Burlingame. Though Mr. Hart is not a countryman of mine, I assure you that he is thoroughly honest, and a man of rare ability—one whom it would be difficult, if not impossible, for you to replace.

Weng-siang. Mr. Hart was originally recommended by your excellency, and if we were removed we should look to you to nominate a successor. But we know the value of Mr. Hart too thoroughly to think of superseding him. Fidelity always makes enemies.

A LOCOMOTIVE DUEL.

(From the City of Mexico *Trait d'Union*.)

The scene takes place in Tennessee. Two contractors of public works, Mr. Clark, an Englishman, and Mr. Wood, an American, had crossed each other in a question of interest, that resulted in a furious rivalry. Twice the antagonist had met upon the ground, or, more properly speaking, once upon the ground and once in the wood, for the second duel was with rifles—a man hunt—a reciprocal hunt of the game and the hunter.

The first time it was Mr. Clark who got wounded. He got well. The second time it was Mr. Wood; his rival, having feigned being struck by the ball, lay as dead; Mr. Wood approached to see if he had killed his adversary, or if he had only wounded him. At that moment Mr. Clark sprang up and fired. Mr. Wood fell, bathed in his own blood, but the ball had made the circuit of his ribs. He remained one month in bed; after which he got up, more anxious than ever to renew the struggle. After several propositions, some more frightened than the others, the following was agreed upon:

The duel to be deferred for six months, during which time rails were to be laid on a vacant piece of ground extending along the edge of a forest, over a space of about a mile, but only one track. The rails being laid, the fight was to be with locomotives.

Here are the conditions of this terrible duel: The two opponents, each mounted on his locomotive, headed to suit himself, to place himself, one at each end of the line.

A rifle-shot to be fired from the top of a small hill that could be seen at both ends; it might be heard, but the small cloud of smoke could be seen. The first shot to be the signal for the combatants to make ready. A second rifle shot, a second cloud of smoke, would be the signal for the march.

The two combatants are at their posts, behind the locomotives, their hands on the throttle valves, their eyes fixed on the hill-top where the signal is to appear. The first shot is fired. A thin, white smoke rises in the air. Five minutes pass—five centuries. A second cloud of smoke crowns the hill-top. The two locomotives commence to shake; their motion, a little slow at first, acquires in a few seconds, an extraordinary speed, electrical, veritable lightning.

The movement of Mr. Wood appears more rapid than that of his antagonist.

Effectively, he has passed the post that indicated the half of the way. But some fifteen yards further on the two monsters meet; they strike; the shock is terrific.

The locomotive of Mr. Wood is thrown over on its conductor, whom it crushes, burns, drags and huckles. The other, that of Mr. Clark, bursted in front, lets escape a cloud of steam, and still runs for a few yards, moved by the force of impulsion. But the conductor has disappeared. The shock has thrown him ten steps from the road, on the edge of the wood, where he was found insensible, bruised; his face burned by a jet of steam, and a leg broken. The doctor pronounced his wounds not mortal, and that Clark would get over it.

As to his adversary, a shapeless and unknown mass was withdrawn from under the locomotive, a bloody clot of hideous remains. Honor was satisfied.

"The cup was offered to the New York Yacht Club, subject to the following conditions:—

"Any organized yacht club of any foreign country shall always be entitled, through any one or more of its members, to claim the right of sailing a match for this cup on any yacht or other vessel of not less than 30 nor more than 300 tons, measured by the Custom House rule of the country to which the vessel belongs.

YACHTING.  
(From the New York *Herald* of Dec. 10.)  
THE CHALLENGE OF THE ENGLISH  
"CAMBRIA" ACCEPTED.

The challenge of Mr. James Ashbury, of the English yacht Cambria, to the New York Yacht Club, proposing a race for the possession of the Queen's Cup, won by the America in 1851, will lead to an interesting epoch in the history of yachting. The contest will be an international one between England and the United States, as the Cambria comes to wrest from our yachtsmen the prize which they have so long retained without dispute. It will be, in fact, the return match of a great game at yachting between the two countries. Looking to the contingency of a victory on the part of the Cambria, her success would leave them at quiesce, so that the question of superiority and the possession of the cup would have to be settled by a grand home-and-home match race, rivalling in interest anything that has as yet transpired in yachting, and arresting the attention of the whole maritime world. The Sappho is naturally anxious again to spread sail with her English adversary, especially as her failure in the Royal Regatta was the result of an accident. The Phantom has also entered the lists, and doubtless their example will be extensively imitated throughout the squadron. The Queen's Cup, under the terms of its donation to the New York Yacht Club, is open to be won by any regular club of any nation.

The race might, therefore, be made wholly international by inviting the yachting of France and all who choose to come to compete for it. This would afford a fine opportunity of testing the yachting powers of the various maritime countries. The owner of the Dauntless, in leaving the challenge of Mr. Ashbury to be accepted by his fellow-members of the New York Yacht Club, proposes a subsequent race between his vessel and the Cambria on an ocean course of not less than 3,000 miles. The following correspondence has transpired on the subject of both challenges:—

"NEW YORK, Dec. 7, 1868.  
Dear Sir,—You have undoubtedly before this date received a communication from the secretary of the New York Yacht Club acknowledging the receipt of your letter of the 3rd of October, and informing you of the conditions under which alone the cup won by the schooner yacht America in August, 1861, was placed by its owners in charge of this association... A letter from Mr. James G. Bennett, jun., of the schooner yacht Dauntless, suggested by your gallant proposition, has probably also reached you.

"DEAR SIR,—You have undoubtedly before this date received a communication from the secretary of the New York Yacht Club acknowledging the receipt of your letter of the 3rd of October, and informing you of the conditions under which alone the cup won by the schooner yacht America in August, 1861, was placed by its owners in charge of this association... A letter from Mr. James G. Bennett, jun., of the schooner yacht Dauntless, suggested by your gallant proposition, has probably also reached you.

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"DEAR SIR,—You have undoubtedly before this date received a communication from the secretary of the

## Intimations.

**NEW HOTEL.**  
No. 153 & 60, Wellington Street.

The Office of the undersigned has this day been removed to No. 22 B, corner of STANLEY and POTTINGER Streets, GRUN & CO., Hongkong, December 17, 1868.

**JOHN THOMPSON & CO.,**

**DISPENSING & ANALYTICAL CHEMISTS**

**SODA WATER MANUFACTURERS.**

**Ships' Medicine Chests supplied and refitted.**

**"TEETH EXTRACTED."**

**INTERNATIONAL DISPENSARY,**

23, Wellington Street,

Hongkong, May 9, 1868.

**GEORGE GLASSE,**

(FIVE YEARS MANAGER TO

KINGSFORD & CO., PICCADILLY

LONDON, AND 28, PLACE

VENDOME PARIS.

**ENGLISH AND FOREIGN CHEMIST**

**VICTORIA DISPENSARY,**

HONGKONG.

**SHIPS' MEDICINE CHESTS**

**SUPPLIED & REFITTED.**

Hongkong, May 1, 1869.

**EASTLACK & WINN,**

Surgeon Dentists,

HONGKONG & SHANGHAI.

Published weekly.—Subscription (Exclusive of postage) Tls. 12 per annum; payable in advance.

**SUPREME COURT AND CONSULAR GAZETTE,**

AND

**LAW REPORTER FOR THE SUPREME AND PROVINCIAL COURTS OF CHINA**

AND JAPAN.

The Gazette is a General Weekly Newspaper, containing Officially Revised Reports of Cases heard at the Supreme and Consular Courts; Police Cases, and Proceedings in Bankruptcy; Original Articles; Notes and Queries on Legal points; Reports of Public Meetings; News of the Week, Commercial Summary, &c., &c.

There is an excellent assortment of wines for sale at moderate prices.

The charges for Lodging will be very considerably reduced. Rooms are offered reasonably, lodgers at \$25, \$30, \$35, \$40, or \$45 a month.

Occasional visitors are charged \$4 a day for their rooms with or without board.

There is an ample supply of Bathrooms, and Gas is laid on throughout the house.

Hongkong, November 23, 1868.

**HONGKONG HOTEL,**

LIMITED.

**NOTICE.**

All orders for Goods Supplied to or

work done for the Hotel must be

signed by the Secretary of the Company.

The Company will not undertake to pay for any Goods Supplied without such

order.

By order of the Board of Directors,

W. LANGDON DAVIES,

Secretary.

Hongkong, November 27, 1868.

**NOTICE.**

RENTS and Accounts COLLECTED with

punctuality and despatch.

**NOTICE.**

Distraint WARRANTS or Rent IS-

SUED and EXECUTED.

Security, if required.

THOS. W. BARRINGTON,

No. 53, Wyndham Street.

Hongkong, February 17, 1868.

**NOTICE.**

FORMOSA COAL DEPOT AT KILUNG

HAS on hand a large Stock of COAL of

best quality, and is prepared to supply Steamers and Sailing Vessels with quick despatch at Current Rates, or deliver the same under Contract, at Hongkong and any Treaty Port in China.

The Depot drawing supplies from the best Mine only, intend to provide a superior article, free of the Surface Coal that has hitherto prejudiced consumers.

MILISCH & CO., Agents.

Kilung, April 2, 1868.

**HOLLOWAY'S PILLS & OINTMENT.**

**HOLLOWAY'S PILLS.**

THIS Medicine is universally admitted

to be the most efficacious remedy

known to the world. No preparation is so

suitable to the climates of India and China

as this fine and invigorating medicine. It

is particularly adapted to the constitution

of European ladies, as it is never failing in

its effects in all diseases peculiar to females,

while those who are attenuated by the de-

bilizing effects of the above climate will

find in this wonderful remedy a kind of ta-

lisman which may insure a restoration

to robust health.

**HOLLOWAY'S OINTMENT.**

The science of Medicine has never before

produced any remedy that can be compared to

this wonderful Ointment, as it cures

all other means have failed, all

wounds, sores, ulcers, and also the most

incurable skin diseases peculiar to the eli-

ments of India and China. It is the true

friend of the Soldier and Civilian, as cer-

cain old sores can be removed by it that

cannot be conquered by any other treat-

ment.

Hongkong, February 1, 1868.

**SEAMEN'S HOSPITAL,**

HONGKONG.

**TRUSTEE.**

The Colonial Secretary,

The Honourable W. KESWICK, Esq.,

GEO. HEARD, Esq.,

The Superintendent of the P. & O. S. N.

Company, (ex officio),

W. STANLEY ADAMS, M.D., Resident Sur-

geon,

Mr. YOUNG, House Surgeon,

W. PATERSON, Esq., Hon. Treasurer.

**TERMS OF ADMISSION.**

1st Class (Private Room), per day, \$3.00

2nd " (2 Bedchamber Room), " " 2.00

3rd " (Public Ward), " " 1.00

These Charges are inclusive of all Medi-

cines and Attendances, but exclusive of

Wines or Articles not in the recognized

Dietary Table.

All orders for Admission to Hospital must

be countersigned by some responsible Per-

son or Persons resident in the Colony.

Patients are also admitted on Deposits at

the following rates; renewable one day

previous to the amount deposited having

been expended:

1st Class.....\$60.

2nd " " 40.

3rd " " 20.

By order,

W. PATERSON,

Treasurer.

**PORTRAITS.**

M. J. THOMPSON is prepared to take

PORTRAITS, VIEWS and other

PHOTOGRAPHS.—Rooms, Commercial

Bank Buildings, Queen's Road,

Hongkong, March 11, 1868.

**TRICKETT & CO.**

ANTIQUES, CHANDELIERS, SAHMAKERS,

GENERAL STOREKEEPERS,

COMMISSION AGENTS,

Queens' Road, HONGKONG.

FAWCETT & CO.,

GENERAL STOREKEEPERS,

WYNDHAM STREET, HONGKONG.

WYNDHAM STREET, HONGKONG.

By order,

W. PATERSON,

Treasurer.

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Bank Buildings, Queen's Road,

Hongkong, March 11, 1868.

**INTIMATIONS.**

NOTICE.

THE Office of the undersigned has this

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of STANLEY and POTTINGER Streets,

GRUN & CO., Hongkong, December 17, 1868.

**JOHN THOMPSON & CO.,**

DISPENSING & ANALYTICAL

CHEMISTS

AND

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Ships' Medicine Chests supplied

and refitted.

"TEETH EXTRACTED."

INTERNATIONAL DISPENSARY,

23, Wellington Street,

Hongkong, May 9, 1868.

**GEORGE GLASSE,**

(FIVE YEARS MANAGER TO

KINGSFORD & CO., PICCADILLY

LONDON, AND 28, PLACE

## Post-Office Notifications.

## MAILS BY THE "CHINA."

The Contract Packet "CHINA" will be dispatched with the usual Mails for Europe, &c., on TUESDAY the 23rd February at 9 A.M., and the Post Office will be open for the reception of Ordinary Letters, Letters for Registration, Newspapers, Books, &c., until 8 P.M. on the 22nd instant. Letters, &c., may be posted in the night box from 8 P.M. on the 22nd instant until 7 A.M. on the following morning. All Letters posted between 7 and 8 A.M. on the 23rd instant will be chargeable, in addition to the usual postage, with a Late Fee of 18 cents.

Interest at the rate of Twelve per cent per annum will be charged after the above date.

By order of the Board of Directors,  
GEORGE N. MINTO,  
Secretary.  
Hongkong, December 1, 1868.

PARCELS AND CARGO will be received on board until Noon, and SPECIE until 4 P.M. on the 22nd February.

For particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong.

STEAM FOR  
Singapore, Penang, Point de Galle,  
Aden, Suez, Malta, Marseilles,  
and Southampton;

BOMBAY, Madras, and CALCUTTA.  
(With liberty to call at Cannanore, on the voyage from Galle to Bombay.)

THE PENINSULAR AND ORIENTAL STEAMSHIP  
NAVIGATION COMPANY'S Steamship  
"CHINA," Captain STEWARD, with His  
Majesty's Mails, Passengers, Specie, and  
Cargo, will leave this for the above places,  
on TUESDAY, 23rd February, at 9 A.M.

PARCELS AND CARGO will be received on board until Noon, and SPECIE until 4 P.M. on the 22nd February.

For particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES  
ARE REQUIRED.

A written declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents with the Bills of Lading, or with Parcels; and the Company do not hold themselves responsible for any detention or prejudice which may happen from incorrectness on such declaration.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

W. MACAULAY, Superintendent,  
P. & O. S. N. Co.'s Office,  
Hongkong, February 12, 1869.

Sealed Boxes containing the correspondence of Box Holders will be received at the window set apart for the purpose, on the East Side of the building.

All correspondence for places to which pre-payment is compulsory must be dropped in Hongkong Postage Stamps.

Inadequately-stamped Letters addressed to the United Kingdom will be sent on, charged with a line of One Shilling in addition to the postage.

Letters posted after 7 A.M. on the 23rd instant will not be forwarded unless the Late Fee as well as the postage is prepaid.

Letters insufficiently stamped or unaddressed to places to which they cannot be forwarded unpaid, will be opened and returned to the writers as early as possible, but no guarantee can be given that such Letters, if posted after 8 P.M. on the 22nd instant will be returned until after the mail is closed.

Postage Stamps should be placed on the upper right hand corner of the correspondence, except in cases where they may be used in payment of "Late Fees," when the Stamp or Stamps representing the late fee should be placed on the lower left-hand corner.

All transactions in fractional parts of a Dollar will be conducted in the Coins prescribed by Ordinance 1, of 1864, and the Proclamation of the 22nd January, 1864, and no other Coin, but those therein specified will either be received or given in change in fractional parts of a Dollar.

Payment for Postage Stamps must be made in the current Dollars of the Colony or Bank Notes.

Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 22nd Inst.

F. W. MITCHELL,  
Postmaster General,  
General Post Office, Hongkong, February 12, 1869.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Cargo will be received on board until 4 P.M. of the 24th instant, Specie and Parcels until 5 P.M. of the 24th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

For Particulars regarding Freight and Passage, apply at the Company's office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

C. BE特朗德, Principal Agent.



NOTICE.  
COMPAGNIE DES SERVICES MARITIMES DES MESSAGERIES IMPÉRIALES.  
PAQUEBOTS POSTE FRANÇAIS.  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE, ADEN, SUEZ,  
ALEXANDRIA, MESSINA,  
MARSEILLES,  
ALSO,  
BOMBAY, PONDICHERY, MADRAS,  
AND CALCUTTA.

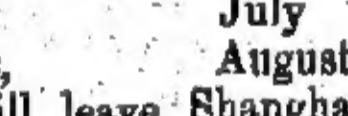
THE Company's Steamship "CAMBODGE," Commandant DESFAUDAS, will leave this Port for the above places, with MAILS, PASSENGERS, SPECIE, and CARGO, on THURSDAY, the 25th instant, at 2 P.M.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Cargo will be received on board until 4 P.M. of the 24th instant, Specie and Parcels until 5 P.M. of the 24th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

For Particulars regarding Freight and Passage, apply at the Company's office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

C. BE特朗德, Principal Agent.



PACIFIC MAIL STEAM-SHIP  
COMPANY.

THROUGH U. S. MAIL LINE TO NEW YORK.  
STEAMERS of this line will be despatched as follows—

Great Republic, February 19.  
Japan, March 19.  
China, April 19.  
Great Republic, May 19.  
Japan, June 19.  
China, July 19.  
Great Republic, August 19.

A Steamer will leave Shanghai on or about same date, connecting at Yokohama with above-named steamer.

Passenger ticketed through to California, Mexico, Central and South America, the Atlantic States, and to England or France, both via New York and by lines from Panama and Aspinwall.

Return tickets issued at a reduction of 10% upon the whole amount for the round voyage.

Connections are made at Panama with Steam Lines upon the West Coast of Central and South America, at Aspinwall with the "Royal West India Mail Line," "West India and Pacific Steamship Company," (Limited) and the "French Transatlantic Company." And, at New York, with the various lines to Europe. Tickets issued for the following Steamship Lines: Cunard, Inman, National, General Transatlantic Co., New York and Havre Steamship Co., Hamburg and American Packet Co., New York and Bremen Steamship Co., and North German Lloyd.

Favorable arrangements have been made for through passengers and freight to America, from Calcutta, Penang and Singapore, and from Siam, Amoy and Foochow.

Through Bills of Lading given for Ports of Mexico and on the West Coast of Central and South America to as far as Valparaiso, New York, Liverpool, Southampton and St. Nazaire, France.

Freight to United States payable in advance; correspondence not fully prepaid will be sent via Suez.

For further information, apply at the Agency of the Company, Praya West, F. G. BOWMAN, Agent.

It is hereby notified that, under the pro-

visions of a Treasury Warrant dated the 1st May last, the Postage on a Letter not exceeding half-an-ounce in weight posted in Hongkong or at any of the Posts in China and Japan addressed to Egypt, or posted in Egypt addressed to Hongkong or any of the Posts in China and Japan, and conveyed in the Mails by British Packet, is reduced from Twenty-four Cents to Twelve Cents.

For Letters exceeding half-an-ounce in weight a further rate of Twelve Cents for each half ounce is chargeable.

Prepayment of the Postage is compulsory.

F. W. MITCHELL,  
Postmaster General.

General Post Office,

Hongkong, February 1, 1869.

It is hereby notified that, under the pro-

visions of a Treasury Warrant dated the 1st

May last, the Postage on a Letter not

exceeding half-an-ounce in weight posted

in Hongkong or at any of the Posts in

China and Japan addressed to Egypt, or

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Cents.

For Letters exceeding half-an-ounce in

weight a further rate of Twelve Cents for

each half ounce is chargeable.

Prepayment of the Postage is compulsory.

F. W. MITCHELL,  
Postmaster General.

General Post Office,

Hongkong, July 31, 1868.

## DOCKS.

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

SHAREHOLDERS are requested to take notice that the Eight call of Fifty Dollars on the new Stock of the above-named Company is due on the 1st March next and will be payable at the office of the HONGKONG AND SHANGHAI BANKING CORPORATION, where receipts for the payment thereof will be granted by the Manager.

Interest at the rate of Twelve per cent per annum will be charged after the above date.

By order of the Board of Directors,  
GEORGE N. MINTO,  
Secretary.  
Hongkong, December 1, 1868.

FOOCHEW GRANITE FLOORED DOCK.

THE above Dock has been in full working order for the last four years. Length 300 feet, width bottom 40 feet, depth of water on the sill, springs, average 17 feet, neap 14 feet. The Dock in ordinary Tides runs dry to the Blocks and is pumped out by Steam.

For further particulars as to the price of coppering, &c., &c., apply to

T. D. TULLINGHORST, Esq., Messrs De Silver & Co., Hongkong; Messrs BOYD & Co., Shanghai; or to the Undersigned.

In connection with the above is the powerful Twin Screw Tug "WOOSUNG." Vessels requiring the services of this Tug either from Macao (where a splendid anchorage will be found in the S. W. monsoon) or from the White Dogs, can obtain them at moderate rates, on application to

JOHN G. SKYEY,  
Manager.  
Pagoda Anchorage, River Min.

THE UNION DOCK COMPANY OF HONGKONG & WHAMPoa, LIMITED.

THE Company respectfully call the attention of Ship Owners, Consignees and Masters of Vessels, to their Establishment at Hongkong and Whampoa, for the DOCKING and REPAIRING of Vessels of all classes.

At Hongkong the Company have the only Dock in the harbour—a Granite Dock, solidly built, and of dimensions to admit Ships of 350 feet in length, and drawing 22 feet of water.

Attached to it are Shipwrights, Blacksmiths, Boiler-makers and Machinery works, and everything necessary for the Repairs of Sailing Vessels or Steamers.

The Company have also opened a Shipyard by the side of the Hongkong Dock, and are ready to contract for the construction of Steamers or Sailing Vessels of any size.

At Whampoa the Company have four Docks, in which they will take Ships at reduced rates.

The Steam Tug "LITTLE ORPHAN" can be engaged to tow Vessels to sea, or berth them, at reasonable rates.

For particulars, apply to

JOHN INGLIS,  
Acting Secretary.  
Or to

A. D. MITCHELL,  
Manager of Works.  
Company's Office, H. K. Hotel Building,  
Hongkong, October 10, 1868.

INSURANCES.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL.—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coal in Matsus, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premium, forms of propos-

als or any other information apply to

ARNOLD KARBERG & Co.,  
Agents Hongkong & Canton.  
Hongkong, January 4, 1867.

BOOK PACKETS via Marseilles, 14 cents

under 4 oz., 20 cents above 4 oz. and not ex-

ceeding 8 oz.; and 20 cents for every additional 4 oz.

BOOK PACKETS via Marseilles, 14 cents

under 4 oz.; 28 cents above for and not

exceeding 8 oz.; and 28 cents for every additional 8 ounces.

F. W. MITCHELL,  
Postmaster General.

General Post Office,

Hongkong, February 1, 1869.

NOTICE.

FROM and after this date the following

Rates will be charged for Short Period Insurances, viz.—

Not exceeding 1 month,  $\frac{1}{4}$  of the annual rate.

Above 1 month and not exceeding 3 months,  $\frac{1}{4}$  do.

Above 3 months and not exceeding 6 months,  $\frac{1}{4}$  do.

Above 6 months, the full annual rate.

DODD & CO., Agents.

Hongkong, June 6, 1867.

INSURANCES.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & CO., Agents.

Hongkong, October 14, 1868.</

## SHIPPING IN HARBOUR

## HONG KONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

## Exclusive of Arrivals, Departures and Clearances reported to-day.

C. on Pedder's Wharf.—W.C., from Pedder's Wharf to Gibb's Wharf.—W., Westward of Gibb's Wharf.—E.C., on Pedder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
STRAMMERS				1868-69.			
Aden	W. Andrews	Brit. str.	812	January 13	P. & O. S. N. Co		
Calif.	W. Stead	Brit. str.	816	Feb.	13 P. & O. S. N. Co		
Californian	W. Watson	Brit. str.	1831	January 17	Turner & Co		
China	W. Steward	Brit. str.	1348	Feb.	17 P. & O. S. N. Co		
Chinn	W. Crompton	Brit. str.	1201	Feb.	14 Birley & Co		
Ex. King	W. Finel	Brit. str.	1044	Feb.	14 A. Heard & Co		
Gibson	E. Hooper	Brit. str.	1265	Feb.	5 Jardine, Matheson & Co		
Great Republic	W. Cawley	Brit. str.	3881	Feb.	11 Pacific Mail S. S. Co		
Gibraltar	W. Rodger	Brit. str.	673	Feb.	11 Gibb, Livingston & Co		
Madras	W. Davies	Brit. str.	603	Feb.	13 P. & O. S. N. Co		
Nade	W. Wood	Brit. str.	716	Feb.	10 Olyphant & Co		
Sakura	W. Simos	Brit. str.	626	Feb.	3 Russell & Co		
Sakwanda	W. Jayne	Amer. str.	1802	Feb.	6 A. Heard & Co		
Titania	K. Hamlin	Tahit. str.	805	January 21	1 A. Heard & Co		
Venus	W. Cuning	Amer. str.	677	August	30 A. Heard & Co		
Volcan	W. Von	N. Ger. str.	493	Feb.	7 E. Schellhas & Co		
Yunnan	W. Ashton	Russ. str.	580	Feb.	13 Douglas Lapraik & Co		
Zembla	W. Morrison	Russ. str.	447	October 19	Lundstein & Co		
SELLING VESSELS							
Adela Carlson	E. Carlson	Amer. bk.	590	January 30	Arnold, Karberg & Co		
Agneta & Constantia	W. Lindon	Dut. bk.	466	Feb.	1 Benjamin & Co		
Albatross	E. Onken	N. Ger. bk.	650	Feb.	10 E. Schellhas & Co		
Amelia	W. Halmeton	Frit. str.	399	January 23	Birley & Co		
Annie	K. Parks	Salv. sh.	1450	January 16	Captain		
Ann & Oscar	E. Petrie	Brit. sch.	804	Feb.	16 John Burd & Co		
Ann & Oscar	W. Davey	Brit. bg.	234	Feb.	11 Order		
Atlantic	E. Suh	N. Ger. bg.	183	January 21	Arnold, Karberg & Co		
Baldy Will	W. Locks	Brit. sh.	812	Feb.	10 Douglas Lapraik & Co		
Baptist Carl	K. Lunders	N. Ger. bk.	441	Feb.	17 Siemssen & Co		
Calliope	E. Lavarello	Salv. sh.	1440	Nov.	17 Jardine, Matheson & Co		
Candelaria	W. Lara	Span. sh.	407	January 23	Remedios & Co		
Catharina	W. Molson	N. Ger. bk.	350	January 22	Bourjau, Hubener & Co		
Catherina Jurgenson	W. Petersen	N. Ger. bk.	234	January 23	Bourjau, Hubener & Co		
Channel Queen	E. Leinfestry	Brit. sh.	600	January 18	Gilmair & Co		
Charlotte H. Andrews	W. Vandervord	Brit. sh.	355	Feb.	2 Roizario & Co		
Cissy	W. Spencer	N. Ger. sch.	649	Dec.	26 Burneo Company		
Clipper	W. Hoffeisen	N. Ger. sh.	223	January 30	30 Melchers & Co		
Comet	W. Schowron	Siam. sh.	507	Feb.	22 Chinese		
Condor	K. Hansen	N. Ger. bk.	374	Feb.	16 Bourjau, Hubener & Co		
Constance	W. Aboras	Span. bg.	184	January 29	Waheo & Co		
Costa Rica	K. Suliven	Brit. sh.	299	Dec.	31 A. G. Hogg & Co		
Dart	V. Stuart	Amer. sch.	80	Dec.	12 A. Heard & Co		
Douglas	W. Morrison	Brit. sh.	640	Dec.	25 Bonman & Co		
Ella	W. Thuren	N. Ger. bg.	300	Feb.	5 Melchers & Co		
Ellen Morris	W. Windsor	Brit. sh.	631	Dec.	20 Olyphant & Co		
F. A. Palmer	W. McCaslin	Brit. sh.	194	Feb.	14 Order		
Frederick	W. Nicaise	Belg. sh.	803	January 6	8 Borneo Company		
Gazelle	W. Green	N. Ger. bg.	198	Feb.	9 Carlowitz & Co		
Helvetia	E. Bailey	Amer. sh.	1205	Feb.	9 Russell & Co		
Hongkong	W. Frendenburg	Siam. sh.	636	Feb.	14 Chinese		
Italia	W. Zulueta	Ital. sh.	1000	January 21	J. J. dos Remedios & Co		
Japan	K. Hayer	N. Ger. bk.	216	Feb.	8 Arnold, Karberg & Co		
Kim Yang Tye	W. Lango	Siam. lug.	329	January 18	Chinese		
Lahloo	E. Smith	Brit. sh.	799	January 26	A. G. Hogg & Co		
Leen Fa	W. Collinson	Brit. bk.	286	October 10	Order		
Lima	W. Heinhardt	Ital. bk.	255	Feb.	9 Carlowitz & Co		
Madagascar	W. Prothe	Aust. bk.	533	January 18	Melchers & Co		
Madera	W. Steffens	N. Ger. bg.	156	January 30	Siemssen & Co		
Maggie	E. Bowman	Brit. sch.	224	Nov.	28 Wm. Pustau & Co		
Marla	W. Canellas	Russ. sh.	637	Feb.	10 S. E. Burrows & Sons		
Martha	K. Haze	N. Ger. bk.	221	Feb.	12 Melchers & Co		
Masaliate	W. Chauvet	Fob.	350	Feb.	10 F. Degenhart		
Mauritius	W. Petersen	N. Ger. bk.	500	January 19	Wm. Pustau & Co		
Mauritius	W. Oest	N. Ger. bk.	380	Feb.	10 Siemssen & Co		
Mene	W. Learstine	Span. bk.	455	January 18	Gas Company		
Meter	W. Peterson	Siam. bk.	395	Feb.	11 Chinese		
Mindoro	E. Allen	Amer. sh.	1021	January 21	1 A. Heard & Co		
Morning Star	W. Schott	Siam. bk.	670	January 17	Chinese		
National Eagle	E. Nickerson	Amer. sh.	1095	Feb.	1 Olyphant & Co		
Nelly	E. Patchow	Fob. sh.	779	Dec.	21 Order		
Neptune	W. Busnell	Brit. bk.	287	Feb.	7 R. S. Walker & Co		
Nuevo Constante	W. Fabie	Span. bg.	203	Dec.	16 Remedios & Co		
Ocean	E. Nyvnes	Fob. bk.	528	Nov.	5 Russell & Co		
Queen of England	W. Hoffmann	Siam. sh.	542	January 15	Chinese		
Rebecca	W. Davidson	N. Ger. bk.	383	Feb.	9 Order		
Resolute	W. Kuzire	Span. sh.	800	January 23	Chinese		
Robert Rickmers	W. Eberl	N. Ger. bk.	422	January 15	Arnold, Karberg & Co		
Ruby	E. Schawky	Brit. bk.	532	Feb.	16 Carlowitz & Co		
San Lorenzo	W. Ledesma	Span. bg.	220	Feb.	1 Remedios & Co		
Santa Anna	W. Clavito	Span. sh.	463	Feb.	10 Remedios & Co		
Sarah Anderson	W. Donough	Brit. sh.	589	January 20	20 Birley & Co		
Sarah Nicholson	E. Hefferon	Brit. sh.	934	January 20	20 Douglas Lapraik & Co		
Sea Serpent	K. White	Amer. sh.	874	Feb.	16 Russell & Co		
Serica	E. Watt	Brit. sh.	707	January 29	29 Birley & Co		
Shirley	W. Ferguson	Amer. sh.	1049	Dec.	31 Russell & Co		
Singapore	W. Conquering	Brit. sh.	328	January 14	Wm. Pustau & Co		
Sir Henry Bavelock	W. Pickthall	Brit. sh.	460	January 18	18 Ray & Co		
Solo	E. Hutchinson	Amer. sh.	962	January 20	20 A. Heard & Co		
Sophie Amalia	W. Stoys	Brit. sh.	284	January 15	Siemssen & Co		
Sophie & Helene	W. Pesoke	N. Ger. sh.	300	Feb.	5 Bourjau, Hubener & Co		
Southern Cross	E. Mordue	Brit. bk.	592	January 21	Ray & Co		
Sprinfield	E. Innes	Brit. sh.	900	January 17	10 John Burd & Co		
Stad Oldenzaal	W. Hoogterp	Dut. sch.	241	January 18	Wm. Pustau & Co		
Taiping	E. Dowdy	Brit. sh.	787	January 27	Gilmair & Co		
Villa de Rivadavia	W. Castilho	Span. bg.	220	January 14	Remedios & Co		
Waverley	W. Forsyth	Brit. bg.	216	Feb.	1 Gibb, Livingston & Co		
Windward	K. Barrett	Amer. sh.	982	Feb.	8 Olyphant & Co		
Young Greek	W. Beinroth	Brit. bk.	424	January 10	Yuen Fat Hong		

## WHAMPOA.

Vessel's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
Arthur	Amer. bk.	250	January 25	Russell & Co			
Cambridge	Rich. str.	1632	Feb.	5 Messageries Impériales			
China*	N. Ger. str.	643	Feb.	14 Siemssen & Co			
Colima	N. Ger. bk.	226	Feb.	18 Wm. Pustau & Co			
Kwang Tung	Buhreind	Brit. str.	498	Feb.	5 Douglas Lapraik & Co		
Louise							